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SUPPLEMENT TO  
REPORT NO.

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1. On late May 1952, source learned [redacted] that the official designation of the railroad by-pass north of Berlin was "Nordring Berlin". The by-pass is to be completed in three stages at the greatest possible speed. The first stage comprises the section from Blankenburg to Birkenwerder; the second stage, the line section from a point west of Bergfelde to a point north of Hennigsdorf; and the third stage, the continuation of this line as far as the Mauen-Justermark area. The Blankenburg-Birkenwerder line section is scheduled to be used by long-distance trains and trains of the Berlin interurban railroad system. A transfer station will be built between the Blankenburg and Karow railroad stations, at the intersection with the Berlin-Stettin line. The entire railroad by-pass will be about 16 km long, and the construction costs are estimated at 20 million eastmarks. (1)
2. It is planned to construct a connecting curve between the Pankow-Schoenhausen and Schoenhauser Allee interurban railroad stations. This project is designed to eliminate the Gesundbrunnen railroad station in the Eastern Sector of the city for trains arriving in Berlin from the direction of Bernau. Work on this project has already been started. (1)
3. The plan to have a connecting curve built between Karow and Buch was given up. A curve southwest of Karow is to be constructed instead which will be a rail link to the Nordring line. (1)
4. Source learned [redacted] [redacted] that 14,000 ties and 6,500 meters of rails were to be delivered by 13 June, to Birkenwerder and 1,000 ties and 1,500 meters of rails to Buchenbock for the Nordring construction management. (1)
5. On 30 May 1952, source learned [redacted] that work on the electrification of the Schoenhauser Allee - Bornholmer Strasse - Pankow railroad line section was to be started within two weeks. (1)

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6. [REDACTED]

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[REDACTED] on 27 May, it was announced that various Bauunion firms had been ordered to report the personnel and equipment they could make available for the construction of a northern rail link between Oranienburg and the northern section of the East Berlin railroad system. (1)

7. In late May 1952, source observed that the northern portion of the new border station in Frankfurt/Oder was levelled so that work on the laying of tracks could be started. Work on the levelling of the southern portion of the new railroad station had begun. (2)

8. In late May 1952, source learned [REDACTED] that the following railroad construction projects were scheduled to be executed in 1953:

- a. Remodeling of the Lichtenberg railroad station; designs were to be turned in by 20 May 1952; estimated construction cost: 2,700,000 eastmarks.
  - b. Construction of the Wildpark connecting curve. Designs were to be turned in by 28 May 1952. Estimated construction cost: 22,150,000 eastmarks.
  - c. Construction of a new Muhlheide marshaling yard. Designs were to be turned in by 12 June 1952. Estimated construction cost: 22,000,000 eastmarks.
  - d. Second stage of the construction of the new railroad line between Loewenberg and Eberswalde. Designs were to be turned in by 12 June 1952. Estimated construction cost: 42,000,000 eastmarks.
  - e. Construction work at Jueterbog railroad station (connecting curve between Falkenberg and Seddin). Designs were to be turned in by 12 June 1952. Estimated construction cost: 5,500,000 eastmarks.
  - f. Construction of signal installations on the southern section of the Berlin Outer Freight Ring. Designs were to be turned in by 12 June 1952. Estimated construction cost: 4,000,000 eastmarks. (3)
9. The following information was excerpted from a decree on the establishment of a special railroad construction enterprise issued by the Directorate General, Railroads, Berlin, on 19 May 1952:
- a. A nationalized construction enterprise will be established by 30 June 1952. The new enterprise will be formed by Bauunion firms, which were previously assigned to the Main Administration of the Building Industry and which will now be turned over, either in part or whole, to the railroad administration. Construction firms affected by this measure include the Jaren, Cottbus and Hamburg Bauunion firms, the latter being only partly turned over. The Michendorf branch of the Potsdam Bauunion firm will also be taken over by the railroad administration. The same applies to the switch manufacturing shops of the Magdeburg and Halle Bauunion firms, but which is not to become effective until 31 December 1952, and those sections of the Halle Bauunion firm which are employed on the Geiselthal railroad line construction project, and also to the repair shop in Gross Korbetha. (1)

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- b. In connection with this reorganization, current railroad construction projects were redistributed as follows among Bauunion firms and the newly established nationalized railroad construction enterprise:

Railroad Construction Project	Bauunion Previously in Charge	Project to be Continued by
Second track on Dresden-Schoena line	Dresden	Bauunion Dresden
Superstructure and earthworks at the Horka railroad station	Neugersdorf	" Neugersdorf
Embankment at Heinsdorf )		
Second track at Ellrich )	Nordhausen	" Naumburg
Third track at Sangerhausen )		
Connecting curve Jüterbog-Brandenburg at the Belzig railroad station	Potsdam	
Second track Grossbeeren-Seddin	"	" Potsdam
Second track Belzig-Seddin	"	located in Michendorf
Reinforcement of the superstructure of the Belzig-Treuenbrietzen line	"	
Track construction work at the Seddin marshaling yard	"	Railroad construction enterprise
Track construction work at the Wustermark marshaling yard		
Second track on the Guben-Frankfurt/Oder line	"	
Crossing loop at Klein Duetzow )		
Crossing loop at Wustowfelde )		
Replacement of rails at Wolgast Harbor )		
Replacement of ties at Budenhagen )	Stralsund	Bauunion Jaren
Track construction at the Lietzow-Binz line )		
Track construction at the Prenzlau-Templin line )		
Second track Elsterwerda-Ruhland	Senftenberg	Bauunion Cottbus
Oder bridge in Frankfurt/Oder )		
Oder bridge in Kuestrin )	Berlin	Railroad construction enterprise Bauunion Berlin
Canal bridge at Muellrose )		
Crossing point near the water tower in Frankfurt/Oder	"	Bauunion Berlin

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Connecting curve at Britz	)		Railroad construc-
Kump at Eberswalde	)	Berlin	tion enterprise
Siding at Eberswalde	)		
Railroad repair shop at Brandenburg		Brandenburg	Bauunion Brandenburg
Connecting curve at Buch		"	Railroad con- struction enter- prise
Marshaling yard at Muhlheide		"	Bauunion Brandenburg
Track construction work on the Rathenow- Loewenberg line		"	Railroad construction enterprise
Curve at Loewenberg		"	"
Connecting curve at Brandenburg		"	Bauunion Brandenburg
Connecting curve at Grossbeeren		"	"
Frankfurt/Oder border station		Fuerstenberg/Oder	Track construction work: railroad con- struction enterprise earthworks: Bau- union Fuerstenberg/ Oder
Kuestrin border station		"	Bauunion Fuerstenberg/ Oder
Bridge V at Muellrose		"	"
Geiseltal railroad line		Halle	? Bauunion Naumburg
Track construction work at Neustadt on the Dosse River		Magdeburg	Bauunion Magdeburg  (4)

10. Source obtained the following information at Department VI (Constructions) of the Directorate General, Railroads, Berlin:

- a. The Nordring Berlin is scheduled to be completed within a period of three months. The new Construction Bureau 4, Berlin, is charged with the execution of the project. (1)
- b. The following bridge construction work will have to be completed before operations on the second track of the Guben-Cottbus-Falkenberg railroad line can be started:
  - (1) A 14-meter single-track span on the bridge over the Elster River near Deutersitz;
  - (2) A 10-meter span on the Malxe Bridge near Peitz, 20 km northeast of Cottbus;
  - (3) Two 13-meter spans on the railroad underpass near Finsterwalde. (5)

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21. On 7 May 1952, [redacted]  
a large warehouse 80 x 20 x 10 meters was being built at the Elster rail-  
road station. The framework of the structure was completed. A total  
of 145 such warehouses are said to be simultaneously under construction  
in Land Saxony-Anhalt. (c)

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[redacted] Comments.

- (1) Information on this new construction project which was not included in  
previous railroad construction programs and which is to be completed at  
maximum speed was transmitted previously. The construction of the  
connecting curve at Pankow is connected with the Nordring Berlin project.  
The information on the connecting curve at Karow agrees with previous  
information. For location sketch of this curve, see Annex 1. Information  
on the establishment of a special railroad construction enterprise, reported  
in paragraph 9 A was transmitted previously. [redacted]

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- (2) This refers to the new customs station at Frankfurt/Oder.  
(3) [redacted] The  
double track southern section of the Berlin Outer Freight Ring was com-  
pleted in early December 1951 except for the safety and signal installa-  
tions, which are to be installed in 1952.  
(4) Information on all the railroad construction projects listed in this  
paragraph has been previously reported by several sources.  
(5) The second track on this railroad line, an important east-west route,  
had to be reconstructed by order of the Soviets as first priority project.  
(6) For location of warehouse observed, see Annex 2. These warehouses may  
be used for the storage of grain imported from the U.S.S.R. after January  
1952. [redacted]

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